

AMENDMENTS TO CLAIMS

1-64. (Canceled)

65. (Currently Amended) A speed-controlled dynamo-electric compound system, comprising:
at least one primary dynamo-electric unit (E101) arranged to rotate a shaft (S104 and/or S105);

at least one centrifugal clutch (FC101) having a driven side connected to the shaft (S104 and/or S105) and a driving side connected to an engine (ICE101), wherein rotation of said dynamo-electric unit at a preset speed causes said driven side of the clutch to engage said driving side and thereby connect said engine (ICE101) to said shaft (S104 and/or S105);

a load connected to said shaft (S104 and/or S105) through an output device;

a secondary dynamo-electric unit (E102) coupled to said engine (ICE101);

an electrical energy storage device (ESD101) connected between said secondary dynamo-electric unit (E102) and said primary dynamo-electric unit (E101); and

a controller,

wherein when said primary dynamo-electric unit (E101) is supplied with electricity from said electrical energy storage device (ESD101) and caused to rotate at below said preset speed, said dynamo-electric ~~device unit~~ drives said shaft (S104 and/or S105) to selectively drive said output device, and when said primary dynamo-electric unit (E101) is caused to rotate at above said preset speed, said driven side of said centrifugal clutch (FC101) engages said driving side, thereby connecting said engine (ICE101) to said primary dynamo-electric unit (E101),

wherein said controller includes a central control unit (CCU101), a drive control device (CD101) connected to said primary and secondary dynamo-electric units, and a manual control interface (M101), said drive control device (CD101) being arranged to control a speed of said primary dynamo-electric unit (E101), and further to control whether said primary and secondary dynamo-electric units function as motors, generators, or one of each.

66. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, wherein said output device comprises an output transmission mechanism (T103).

67. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 66, wherein said output transmission mechanism (T103) comprises a transmission selected from the group consisting of a fixed speed ratio transmission, a variable speed ratio transmission, and a planetary transmission.

68. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, wherein said output device comprises an output clutch (CL101).

69. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, wherein said output device comprises an output transmission mechanism (T103) and an output clutch (CL101).

70. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, further comprising a steering shaft (S105) connected to said output device, and a differential gear set (DG) connected to said steering shaft (S105).

71. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 70, further comprising a plurality of differential steering shafts (S105L,S105R) connected to said differential gear set.

72. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, further comprising a transmission mechanism (T104) connected between said centrifugal clutch (FC101) and said engine (ICE101).

73. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 72, wherein said transmission mechanism (T104) connected between said centrifugal clutch (FC101) and said engine (ICE101) is a transmission selected from the group consisting of a fixed speed ratio transmission, a variable speed ratio transmission, a variable steering transmission, a multistage variable transmission, and a stageless variable transmission.

74. (Cancelled)

75. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, wherein said engine (ICE101) is an internal combustion engine.

76. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 75, wherein said engine (ICE101) further includes start-up and operation speed control devices.

77. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, wherein said engine (ICE101) further includes peripheral interface devices including a fuel system, air inlet and exhaust system, an ignition system, and a cooling system.

78. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, wherein said primary dynamo-electric unit (E101) has a characteristic that a speed of said primary dynamo-electric unit (E101) becomes higher when a load becomes smaller.

79. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, wherein said primary dynamo-electric unit (E101) is arranged to execute amperage control of input electric energy to generate kinetic energy of rotation that increases torque as the load increases.

80. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, wherein said primary dynamo-electric unit (E101) is selected from the group consisting of an AC, DC, brush, brushless, synchronous, asynchronous, inner rotor, and outer rotator motor/generator.

81. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, wherein said secondary dynamo-electric unit (E102) is selected from the group consisting of an AC, DC, brush, brushless, synchronous, asynchronous, inner rotor, and outer rotator motor/generator.

82. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, wherein said secondary dynamo-electric unit (E102) is a starter motor for said engine (ICE101).

83. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, further comprising a transmission mechanism (T102) for connecting said primary dynamo-electric unit (E101) to said shaft (S104 and/or S105).

84. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 83, wherein said transmission mechanism (T102) connected between said primary dynamo-electric unit (E101) and said shaft (S104 and/or S105) is a transmission selected from the group consisting of a fixed speed ratio transmission, a variable speed ratio transmission, a variable steering transmission, a multistage variable transmission, and a stageless variable transmission.

85. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 83, wherein said output device comprises an output transmission mechanism (T103) connected between said shaft (S104 and/or S105) and said load.

86. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 85, wherein said output transmission mechanism (T103) comprises a transmission selected from the group consisting of a fixed speed ratio transmission, a variable speed ratio transmission, and a planetary transmission.

87. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 83, wherein said output device comprises an output clutch (CL101).

88. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 83, wherein said output device comprises an output transmission mechanism (T103) and an output clutch (CL101).

89. (Currently Amended) A speed-controlled dynamo-electric compound system-comprising:

at least one primary dynamo-electric unit (E101) arranged to rotate a shaft (S104 and/or S105);

at least one centrifugal clutch (FC101) having a driven side connected to the shaft (S104 and/or S105) and a driving side connected to an engine (ICE101), wherein rotation of said dynamo-electric unit at a preset speed causes said driven side of the clutch to engage said driving side and thereby connect said engine (ICE101) to said shaft (S104 and/or S105);

a load connected to said shaft (S104 and/or S105) through an output device;

a secondary dynamo-electric unit (E102) coupled to said engine (ICE101);

an electrical energy storage device connected between said secondary dynamo-electric unit (E102) and said primary dynamo-electric unit (E101);

a controller; and

a transmission mechanism (T101) for connecting said engine (ICE101) to said secondary dynamo-electric unit (E102); and

a transmission mechanism (T104) connected between said centrifugal clutch (FC101) and said engine (ICE101),

wherein when said primary dynamo-electric unit (E101) is supplied with electricity from said electrical energy storage device and caused to rotate at below said preset speed, said dynamo-electric device drives said shaft (S104 and/or S105) to selectively drive said output device, and when said primary dynamo-electric unit (E101) is caused to rotate at above said preset speed, said driven side of said centrifugal clutch (FC101) engages said driving side, thereby connecting said engine (ICE101) to said primary dynamo-electric unit (E101),~~further comprising a transmission mechanism for connecting said engine (ICE101) to said secondary dynamo-electric unit (E102).~~

90. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 89, wherein said transmission mechanism (T101) for connecting said engine (ICE101) to said secondary dynamo-electric unit (E102) is a transmission selected from the group consisting of a fixed speed ratio transmission, a variable speed ratio transmission, a variable steering transmission, a multistage variable transmission, and a stageless variable transmission.

91. (Canceled)

92. (Currently Amended) A speed-controlled dynamo-electric compound system as claimed in claim 91-89, wherein said transmission mechanism (T104) connected between said centrifugal clutch (FC101) and said engine (ICE101) is a transmission selected from the group consisting of a fixed speed ratio transmission, a variable speed ratio transmission, a variable steering transmission, a multistage variable transmission, and a stageless variable transmission.

93. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, wherein said system carries out each of the following functions in response to manual input to said controller:

- (1) the primary dynamo-electric device starts said engine;
- (2) the load is driven by said engine;
- (3) the engine drives said secondary dynamo-electric unit to operate as a generator for driving the primary dynamo-electric unit to drive the load jointly with the engine;
- (4) the engine drives said secondary dynamo-electric unit to operate as a generator for charging said electrical energy storage device;
- (5) the primary dynamo-electric unit is supplied with electricity from said electrical energy storage device to drive said load jointly with said engine.

94. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, further comprising a second centrifugal clutch (FC102) arranged to disengage said load when said first centrifugal clutch (FC101) transmits power from said primary dynamo-electric device to said engine (ICE101) and a speed of said engine (ICE101) is below a preset value.

95. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 94, wherein said first and second centrifugal clutches form a three-layer structure including an inner layer, and intermediate layer, and an outer layer, and wherein said intermediate layer is connected to said engine (ICE101) and said inner layer is connected to said shaft (S104 and/or S105), said inner layer expanding outwardly to engage said intermediate layer when said primary dynamo-electric unit (E101) exceeds said preset speed, and said intermediate layer acting

outwardly to engage and inner surface of said outer layer when a speed of said engine (ICE101) exceeds said preset value.

96. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 95, further comprising a transmission mechanism (T104) connected between said engine (ICE101) and said intermediate layer.

97. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 95, further comprising a transmission mechanism (T102) connected between said outer layer and said primary dynamo-electric unit (E101).

98. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 97, further comprising an output clutch (CL301) connected between said outer layer and said shaft (S104 and/or S105).

99. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 98, wherein said output clutch (CL301) is selected from the group consisting of clutches controlled by manual, mechanical, electromagnetic, hydraulic, and centrifugal force.

100. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 99, further comprising a second output clutch (CL101) connected between said shaft and said load.

101. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 100, wherein said second output clutch (CL101) is selected from the group consisting of clutches controlled by mechanical, manual, electromechanical, hydraulic, and centrifugal force.

102. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, further comprising an output clutch connected between the driven said of said centrifugal clutch and said load.

103. (Currently Amended) A speed-controlled dynamo-electric compound system as claimed in claim 65, further comprising a second centrifugal clutch, wherein said first and second centrifugal clutches form a three-layer structure including an inner layer, and an intermediate layer, and an outer layer, and wherein said intermediate layer is connected to said shaft and said inner layer is connected to said engine, said inner layer expanding outwardly to engage said intermediate layer when a speed of said engine exceeds said preset value, and said intermediate layer acting outwardly to engage and inner surface of said outer layer when said primary dynamo-electric unit exceeds said preset speed.

104. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 103, further comprising a transmission mechanism connected between said engine and said inner layer.

105. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 103, further comprising a clutch connected between said outer layer and said engine, said outer and inner layers being fixed to each other.

106. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 105, wherein said output clutch is selected from the group consisting of clutches controlled by manual, mechanical, electromagnetic, hydraulic, and centrifugal force.

107. (Currently Amended) A speed-controlled dynamo-electric compound system as claimed in claim 65, further comprising a second centrifugal clutch, wherein said first and second centrifugal clutches are independent structures connected by a transmission mechanism.

108-130. (Canceled).

131. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, wherein said primary dynamo-electric unit (E101) is arranged to generate power upon braking for charging the electrical energy storage device to execute amperage control of output electric energy and thereby relatively change a braking resistance.

132. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, wherein said secondary dynamo-electric unit (E102) is driven by said engine (ICE101) to generate power for driving the primary dynamo-electric unit E101 to further drive the load, to simultaneously charge the electrical energy storage device, or to output electric energy to other loads.

133. (Currently Amended) A speed-controlled dynamo-electric compound system as claimed in claim 65, ~~wherein said~~ further comprising output clutch (CL301) is selected from the group consisting of clutches controlled by mechanical, manual, electromechanical, and hydraulic force.

134. (Previously Presented) A speed-controlled dynamo-electric compound system as claimed in claim 65, further comprising another clutch (CL102) connected between the engine (ICE101) and said shaft (S104 and/or S105).

135. (Currently Amended) A speed-controlled dynamo-electric compound system as claimed in ~~claim 65~~ 134, wherein said another clutch (CL102) is a power-locking type or hydraulic coupling type controllable clutch arranged to connect said engine (ICE101) directly to the shaft (S104 and/or S105) in order to drive said shaft (S104 and/or S105) when the engine (ICE101) is used as a sole power source.

136. (Currently Amended) A speed-controlled dynamo-electric compound system as claimed in ~~claim 65~~ 134, wherein said another clutch (CL102) shares parts with said centrifugal clutch (FC101).

137. (Currently Amended) A speed-controlled dynamo-electric compound system as claimed in ~~claim 65~~ 134, wherein said another clutch (CL102) is a separate structure from centrifugal clutch (FC101).

138-141. (Canceled)